

THE BALTIMORE AND OHIO RAILROAD COMPANY

WESTERN LINES

"SAFETY ABOVE EVERYTHING"



OHIO DIVISION CINCINNATI TERMINAL SUB-DIVISION

Time Table No. 47

EFFECTIVE 12:01 A. M., EASTERN STANDARD TIME

Sunday, September 25, 1938

T. C. SMITH,

Superintendent

A. A. IAMS,

General Superintendent

J. D. CLARKE,

Superintendent Freight Transportation

J. A. LATCHFORD,

Superintendent Passenger Transportation

C. R. ELKINS,

Superintendent Transportation

F. B. MITCHELL,

General Manager

D. F. STEVENS,

General Superintendent Transportation

Here's the only way in America not financed by tax money

THE people of the United States use four "ways" of transportation—waterway, airway, roadway and railway.

Of these four, the railroads alone now build and maintain their own "ways" without the aid of the money we all pay in taxes. More than that, they *pay taxes* on their "ways" which help to support schools and other functions of government.

These facts have an important bearing on any discussion of the "railroad problem" for two reasons:

First, people who talk of "putting the railroads through the wringer" overlook the fact that approximately 55% of railroad investment is in their "ways."

Second, railroads must compete with carriers which use ways largely provided for them by taxation.

Take the inland waterways, for example. The construction cost of digging canals or deepening rivers—all paid by the *taxpayers*—is far more than the cost of building railroad tracks. For instance, it is \$142,000 per mile on the Ohio River and \$235,000 per mile on the upper Mississippi. And even the annual maintenance per mile, *also paid wholly by the taxpayers*, is much higher than the annual maintenance costs of the railroads, paid wholly by the railroads.

Aviation benefits by a nationwide system of beacons, emergency landing fields, radio beams, weather reports and the like furnished by the U. S. Government, and airports built by U. S. Government funds or municipalities.

Roads, *not* including city streets, have cost more than \$25,000,000,000—almost twice the investment in railroad tracks and yards.

Looking at these figures, you can see that it costs money to furnish any kind of transportation "way"—and the marvel is that railroads, paying the whole bill themselves, are able to transport commodities of all sorts over all the country at rates averaging well below those of any of our other ways of transportation.

This is no time for snap judgment on the railroads' problems. What's needed is a sensible program.

The railroads have such a program today. It is based on the principle that *the most important transportation system in America should be given a chance to run as a business* under fair and equal conditions of competition.

This program is simply stated in a little pamphlet of vital interest to you. Please write for your copy.

STRAIGHT
THINKING
About the Railroads

What about "Land Grants"?

These two words have confused fair discussion of railroad problems for more than fifty years. Let us present three little-known facts which go far toward clearing the air:

First, less than 10% of the railroads ever received "land grants."

Second, the land "granted" was virtually worthless until the building of the railroads made settlement possible.

Third, "land grants" were not gifts. They were trades. Roads receiving these grants were required to give the government reduced rates on all its business, a concession which has long since returned to the government far more than the original value of the lands granted.

SAFETY FIRST—
friendliness too!

ASSOCIATION OF
AMERICAN RAILROADS

WASHINGTON, D. C.

THE BALTIMORE AND OHIO RAILROAD COMPANY

Relief Department

W. M. KENNEDY, Superintendent

MEDICAL AND SURGICAL SERVICE

COMPANY'S SURGEONS—LOCAL.

| | |
|-------------------|---|
| CINCINNATI, O.— | DR. L. J. FEID, SR., 2300 W. 8th St. |
| | DR. L. J. FEID, JR., 1812-14 Union Central Building, 4th and Vine Sts. |
| | DR. EMIL R. SWEPSTON, 1812-14 Union Central Bldg., Fourth & Vine Sts. |
| | DR. HERMAN KECK, Oculist, 22 W. Seventh St. |
| ELMWOOD, O.— | DR. TILDEN J. BECK, 4848 Paddock Road, Bond Hill, O. |
| | DR. S. C. ROUSEY, 707 Worthington Ave., Lockland, O. |
| | DR. HOWARD S. JAMES, 232 Worthington Ave., Wyoming, O. |
| GLENDALE, O.— | DR. ROBERT C. ALLEN. |
| NORWOOD, O.— | DR. THOMAS R. DICKSON, 4701 Mont- gomery Ave. |
| WINTON PLACE, O.— | DR. FOSTER J. BOYD, 703 Derby Ave. |
| COVINGTON, KY.— | DR. CHARLES J. FARRELL, 1001 Madison Ave. |

HOSPITALS.

Cincinnati, O.—St. Mary's Hospital.

FIRST AID EMERGENCY CASES.

First aid emergency cases, with a booklet of instructions enclosed, will be carried on trains, and located at every important shop and station. They shall be in direct charge of conductors of freight trains, baggagemen of passenger trains, or conductors if no baggagemen, enginemen of helpers, agents at stations and master mechanic at shops who are responsible for the compliance with the General Notice in reference thereto.

EXAMINING POINTS.

CINCINNATI—Winton Place Station, Toledo Division—Monday and Thursdays, 9:00 A. M., to 12:00 Noon.

MEDICAL EXAMINERS' TERRITORIES

Cincinnati, O. { DR. F. H. HUTCHINSON,
Cincinnati, Ohio.

Reports of disabilities and death should be forwarded to the respective Medical Examiner.

Rules Governing Services of COMPANY'S SURGEONS

1. Telegraphic calls for surgeons will have precedence over all other business, except train orders.

2. In cases of injuries to passengers or employees requiring surgical aid, the Surgeon of the Company who can reach the point the quickest will be immediately called by the officer in charge, and the case put in his exclusive control. If impossible to secure immediate attendance of Company's Surgeon, other surgical aid should be promptly secured to attend until the arrival of the Company's Surgeon.

Upon the arrival of the Company's Surgeon he shall assume charge of the situation, making proper arrangements with the surgeon already in attendance for continuance, or discontinuance of services.

3. When a number of persons are injured the services of competent surgeons in the vicinity should at once be secured and every attention given the injured. Company's Surgeons should be immediately notified, giving the number of persons injured and what will probably be required for their relief.

4. The Company will not be responsible for the employment of other surgeons than the above named and no obligation of any kind, beyond the services required while awaiting the arrival of the Company's Surgeon, or subsequently arranged for by him, will be assumed by the Company.

5. The officer in charge will arrange to have the injured persons, removed from the scene of the accident as promptly as possible, providing an ambulance or other conveyance, and sending a man or men, with the injured persons, when necessary; any expense incurred to be billed direct to the Company, or paid by the person in charge, who will present a statement and receive voucher.

6. No important surgical operation should be performed previous to the arrival of a Company's Surgeon, except such as may be required for the immediate safety of the patient.

7. While Company's Surgeons will be assigned to duty within prescribed limits, they will be expected to go out of such limits whenever required.

8. Employees will be expected, whenever able, to visit the Company's Surgeon's office for treatment.

9. When an injured employe selects a surgeon other than the one appointed, the Company will be relieved of any obligation to pay for his service, and such surgeons will look to the employe for his compensation.

E. V. MILHOLLAND, M. D.

Medical and Surgical Director.

SPECIAL INSTRUCTIONS.

1. SUPERIORITY OF TRAINS.

On single track eastward trains are superior to westward trains of the same class.

Trains governed by this time table will be classified as follows:
Scheduled passenger and express trains first-class, No. 88, 89, 91, 94, 95, 96, 97, 98, 102, 104, 197 second-class. Other scheduled freight trains third-class.

2. LOCATION OF STANDARD CLOCKS.

| | |
|------------------------------|------------------------|
| Cincinnati Union Terminal | Storrs, (Yard Office). |
| G. C. Telegraph Office, | Storrs Locker Room. |
| Union Terminal Engine House. | Storrs Junction. |
| Cincinnati Junction. | R. H. Tower. |
| Stock Yards, (Round House), | |

LOCATION OF WATCH INSPECTORS.

Cincinnati Southam Watch Co., Dixie Terminal Arcade,
4th and Walnut Sts., Room 112, Fourth St. entrance.
Eckerle Jewelry Co., 6104 Vine St., Elmwood Place, Ohio.

3. REGISTER AND BULLETIN BOARD STATIONS.

Registers.

| | |
|--|---------------------------------------|
| Cincinnati Union Terminal | Storrs Locker Room |
| G. C. Telegraph Office. | Stock Yards, (Round House), |
| Storrs Junction | (for B. & O. freight and yard crews), |
| Winton Junction First-class | Union Terminal Engine House |
| trains only, and with | (for passenger engine crews.) |
| Form C, when operator is on duty. | |
| Ivorydale Junction, Toledo Division trains only—with Form C. | |
| All trains at Storrs Junction will register with form C. | |

Bulletin Boards.

| | |
|------------------------------|-------------------------------|
| Cincinnati Union Terminal | Brighton Yard Office. |
| Telegraph Office | Queen City Ave., Yard Office. |
| Union Terminal Engine House, | Wood Street Yard Office |
| Stock Yards, (Round House), | Storrs Yard Office |
| Mill Creek Yard Office, | Oakley Yard Office. |

4. FORM A.

Rule 83-C modified to extent trains will receive clearance card form 13 Cincinnati Union Terminal instead of form A.

Westward, First Class Penna. N. & W. and C. C. C. & St. L. trains will not be required to secure Form A at East Norwood or Ivorydale Jet. Rule 83 is modified accordingly.

In automatic signal territory when it is necessary for signalman to use Part "R" of Form A he will draw a line through the words "as per line 3, Part A."

5. SPEED RESTRICTIONS.

The following definitions must be observed:—

NORMAL SPEED—The maximum speed permitted by time table for main track movements.

MEDIUM SPEED—One-half the normal speed, not to exceed thirty (30) miles per hour.

SLOW SPEED—One-quarter the normal speed, not to exceed fifteen (15) miles per hour.

RESTRICTED SPEED—Proceed, prepared to stop short of train, obstruction, or anything that may require the speed of a train to be reduced.

These definitions do not supersede nor modify the following speed restrictions.

| LIMITS | Class of Service | | |
|--|-------------------------------|---|--|
| | Passenger and Express Trains. | Passenger Trains handled by Freight Engines and fast freight trains | Slow Freight, Local, Pickup and Work Trains. |
| Between Oakley and Storrs Junction and R H Tower and Terminal Junction... Except as noted below. | 50 | 45 | 40 |
| On double track against current of traffic Maximum speed of excursion or other special trains made up of open platform equipment and passenger trains handling equipment with freight car trucks will be 10 miles per hour less than the maximum speed of other passenger trains..... | 30 | 30 | 30 |
| Trains handling steam cranes, locomotive cranes, pile-drivers, ditchers and similar equipment will not exceed a speed of 30 miles per hour. | | | |
| Trains, the make-up of which includes dead engines, will not exceed a speed of 25 miles per hour. | | | |

SPEED RESTRICTIONS—Continued.

| | | | |
|---|----|----|----|
| Engines running backward on tangent..... | 20 | 20 | 20 |
| Engines running backward on curves..... | 15 | 15 | 15 |
| When other than passenger trains are run on first-class schedules the train orders will specify the maximum speed..... | | | |
| Thru interlocking plants except RH Tower and East Norwood..... | 45 | 35 | 30 |
| Thru interlocking plant RH Tower Westw'd | 20 | 20 | 20 |
| Thru interlocking plant RH Tower Eastw'd | 30 | 30 | 30 |
| Penna. and N. & W. trains thru turn out and crossover at East Norwood Interlocker..... | 25 | | |
| Entering or leaving sidings & thru cross'vrs | 10 | 10 | 10 |
| Bridge 9-36, N. & W. engines class K-1, K-2 and K-2A, Penna engines class K-4S, with 4-4 tender..... | 20 | 20 | 20 |
| All S type, Q-4 and other engines with rating over 240 and Penna engines class I-1S, K-4S with 6-6 tender, M-1, M-1A, N-1S, N-2SA cannot be operated over bridge 9-36. | | | |
| Mitchell Ave. and Spring Grove Ave. crossings-Winton Junction connection track | 10 | 10 | 10 |
| Through reverse curves bet. Hopple St. and first signal west of Hopple St., on Eastward and Westward freight main tracks | 30 | 20 | 20 |
| Bet. Eighth St. & Toledo Division crossing | 10 | 10 | 10 |
| Over Big Four crossing Oklahoma track, engine to be brought to stop at Oklahoma switch before moving over Big Four crossing..... | 4 | 4 | 4 |
| Between Mill Street and Storrs..... | 10 | 10 | 10 |
| Weber Trestle, Cumminsville; Wess Coal Trestle, Winton Place; Bowker Trestle, St. Bernard; Consolidation Coal Co., Cumminsville; use class D-26, D-26A, E-26, E-29 and E-30 only. | | | |
| Byrnes Conway Trestle, St. Bernard, can be used by engines not heavier than class L-2-A and B for first 15 spans, or that portion of trestle over bins, and by engines not heavier than class E-27-CA for balance of trestle. | | | |

Speed of Light Engines with or without Caboose.

| | | | |
|---|----|--|--|
| Passenger Engines..... | 45 | | |
| Freight Engines..... | 40 | | |
| Engines without engine trucks..... | 20 | | |
| Where speed restrictions are lower than above, all light engines will run five miles per hour less than the speed restriction, except where the speed restriction is 20 miles per hour or less, no further restrictions will apply. | | | |

SPEED OF RELIEF TRAINS.

| | | | |
|---------------------------------|----|--|--|
| Engine in forward motion..... | 35 | | |
| Engine in backward motion..... | 20 | | |
| With crane ahead of engine..... | 20 | | |

Rule 105 A is modified as follows:

When trains are moving against current of traffic they will not exceed a speed of thirty (30) miles per hour passing over facing point switches not interlocked.

Freight trains that have been stopped a sufficient time to permit inspection will not when starting exceed a speed of eight miles per hour until the caboose has passed the point at which the engine stood, unless a proceed signal is given from the rear end before the caboose reaches that point.

6. BRAKEMEN, FLAGMEN AND FLAGGING.

Flagman of passenger trains will at all times be so stationed as to afford immediate rear end protection.

At all points where movement of trains is governed by flag or light signals given by switchtender, following indications will govern:

Green signals for eastward movements.

Yellow signals for westward movements, with the following modification:

At Storrs Jet. trains and engines will approach and move at restricted speed on both main track and through crossovers and will not foul crossovers nor proceed until receive signal from

SPECIAL INSTRUCTIONS—CONTINUED.

switchtender and be governed by flag or light signals as follows:—

Green signal for all main track movements.

Yellow signal for all crossover movements.

Before accepting signal from switchtender, enginemen must know that switches are properly lined for their movement.

Eastward trains or engines entering C. U. T. Co. track, in addition to signal received from switchtender, will be governed by indication on fixed signal located on C. U. T. Co. track.

At Eighth St. crossovers all trains will approach at restricted speed and, in addition to receiving proper indication on target, will be governed by flag or light signal from switchtender, as follows:

Green signal for trains moving in either direction on eastward or westward main tracks.

Yellow signal for trains making crossover movements in either direction or using Old Main track in either direction.

Enginemen must know that switches are properly lined for their movement.

Trains and engines will approach cross over switches at Hopple Street at restricted speed and will not foul same until proceed signal is received from switchtender.

7. EXPLOSIVES.

Cars loaded with inflammable articles, acids, dynamite, powder and other explosives, and oil tanks, loaded or empty, will be handled in accordance with Bureau of Explosive Pamphlet No. 9, and supplements thereto.

8. EXTRA TRAINS.

After receiving Form A, trains not scheduled may be dispatched with current of traffic as extras between Cincinnati and Oakley, except Westward Penna., N. & W. and C. C. C. & St. L. passenger extras will not be required to secure Form A, at East Norwood or Ivorydale Junction. Rule 83 is modified accordingly.

9. FIXED SIGNALS.

Rule 221 is modified as follows:—

"At all train order stations in automatic block signal territory, while an operator is on duty, the train order signal shall indicate STOP when trains are to be stopped for train orders. When there are no orders, the signal must indicate PROCEED.

When a train order is received the operator must before repetition, display the signal to indicate STOP and reply to the train dispatcher, STOP DISPLAYED."

Automatic block signals are equipped with number boards, semi-automatic block signals are not equipped with number boards.

In color position light automatic block signal territory, where a track is signalled in one direction only, when a train is stopped by an automatic signal indicating "STOP" (Diagram 190-Q, Revised Aug. 31, 1936) a member of the crew will examine switches, if any, including both ends of crossover between main tracks in the immediate vicinity of the signal involved, and if such switches are found in proper position train will proceed in accordance with Paragraph B, Rule 509.

Rule 27 is modified to the extent that an interlocking station where a train is stopped, due to the imperfect display of the home signal, and the day signal is plainly seen to indicate "Proceed" the train will be governed by the day indication displayed.

When sufficient lights in a color position-light signal are displayed to determine correct indication of signal such indication will govern, and the fact reported to the train dispatcher.

Rules 27 and 27-C are modified as follows: Lights in main track switch lamps in automatic signal territory are discontinued except as shown by general notice No. 98. Lights in lamps on derrils on passing sidings will be left burning.

Rules 501-B and 601-B are revised to read as follows:

INDICATION—Prepare to stop at next signal.

Trains exceeding medium speed, must at once reduce to that speed.

NAME—Approach-signal.

Rules 501-AA, 509-A and 509-B are modified to permit tonnage freight trains to pass a Stop and Proceed Signal having a circular disk bearing the letter "P" attached, at a speed not exceeding fifteen (15) miles per hour, expecting to find a train in the block, broken rail, obstruction or switch not properly set.

It must be understood that the circular disk with the letter "P" has no significance except in combination with a Stop and Proceed indication as shown in Rule 501-AA and figures 3 and 10, File 190-Q, revised August 31, 1936.

A tonnage train as mentioned above is defined as one having 80% or more of the authorized slow freight engine rating or having in excess of 90 cars, including the caboose.

Before entering territory where tonnage signals are in use, the conductor will notify the engineman as to the gross tonnage and the number of cars there will be in the train within such territory.

Tonnage signals are located as follows:

East of Oakley, Westward Main Track, Signal No. W-183-01.

At Storrs Junction, eastward trains entering C. U. T. Co. track, in addition to signal received from switchtender, will be governed by indication on fixed signal located on C.U.T.Co.track.

At Eighth St. crossovers, in addition to receiving signal from switchtender, indication on target will govern movements as follows:

VERTICAL—For movements on eastward and westward main tracks, or Old Main track, in either direction.

HORIZONTAL—For crossover movement from north to south.

DIAGONAL—For crossover movement from south to north. At B. & O. Junction, Harriet St., westward trains and engines will come to a stop at C. C. C. & St. L. crossing and will not proceed until they receive proper signal from switchtender.

The target, located Yard Two, will govern movements as follows:

Horizontal—Movements in either direction on the northward and southward Toledo Division main tracks, and the extension from Yard Two adjacent to the northward main tracks.

Diagonal—For movements to and from the C. & O. of I. tracks at Eighth Street.

Vertical—For movements in either direction between Yard Two and Old Main.

Right to Old Main route between Cincinnati Junction and Eighth Street will be under the direction and control of the operator at Cincinnati Junction.

The target at Cincinnati Jet. will govern movements as follows:

Horizontal—Toledo Division trains.

Vertical—For movements to and from the ditch and from the Old Main to the southward Toledo Division main track.

The target at Oklahoma Crossing will govern movements as follows:

Horizontal—Toledo Division movements.

Diagonal—East and west over Oklahoma connection.

Vertical—All trains stop until board is set in proper position for movements.

All northward and southward Old Main movements, and all northward and southward movements on C. & O. of I. will in addition to having proper target indication, receive signal from switchtender before fouling any opposing tracks.

At Oklahoma crossing (Storrs,) target vertical indicates clear for the C. C. C. & St. L. Target diagonal indicates that Oklahoma route is lined up for either B. & O. or C. C. C. & St. L. train, road having right of way being indicated by switchtender's signals. Trains operating via Oklahoma must stop for C. C. C. & St. L. crossing.

Position of target at night will be indicated by two red lights, one on each end of signal arm.

Trains or engines to or from Front Street must approach Oklahoma connection track switches at restricted speed and must not proceed unless hand signal is received from B. & O. switchtender, and switches are seen to be clear for main track.

RAILROAD CROSSINGS.

| STATIONS | RAILROADS | Position of signal indicating clear route for Cincinnati Terminal Sub-Division. |
|-------------------------|-----------------------|---|
| Mill Street..... | C. N. O. & T. P..... | Horizontal |
| Cincinnati Junction.... | Toledo Division.... | Vertical (on main track) |
| Cincinnati Junction.... | Toledo Division.... | Diagonal (on Oklahoma connection track.) |
| Storrs..... | Toledo Division.... | Interlocking |
| Ivorydale Junction.... | C. C. C. & St. L..... | Interlocking |
| Bond Hill..... | N. & W..... | Interlocking |
| East Norwood..... | Penna..... | Interlocking |

10. SPACING TRAINS.

Rules 301 to 377 inclusive are in effect when trains are operating against current of traffic.

Rules 301 to 377 inclusive are in effect between Ivorydale Junction and Winton Junction under control of operator at Ivorydale Junction. Telephone located at crossover switch Winton Junction.

Rules 501 to 515 inclusive, are in effect between Oakley and Eighth Street, Cincinnati.

Unless otherwise instructed, all yard engines, freight trains and yard cuts will clear B. & O. No's 1 and 2 fifteen minutes.

Rule 91-A is not in effect.

SPECIAL INSTRUCTIONS—CONTINUED.

11. HELPER, SWITCH AND YARD ENGINES.

When passenger trains are passing through yards or stations, engines engaged in switching on next parallel track will stop.

12. TELEPHONES.

13. AIRBRAKES, HAND BRAKES, TESTING, ETC.

Instructions governing the operation and testing of air brakes, and train air signal equipment, and the operation of electric head lights and electric lighting of passenger cars, are in Form 1118-D Revised, which will govern.

When helper engine is used on rear end of freight trains, the air brake must be coupled up to helper engine and operated from leading engine. If necessary to cut helper engine off without stopping train, the angle cock will be closed on rear end of the last car or caboose, the uncoupling lever raised and signal given to helper engine to stop helping. When the helper engine drops back far enough to pull the hose apart the brakes on helper engine will act and stop the engine so that the helper engine will not collide with the train should there be an air hose burst just after cutting off.

Air will be cut into helper engines used on rear of passenger trains and trains stopped to cut helper off.

14. WATER AND FUEL.

15. OPERATING TRAINS BY SIGNAL INDICATION.

Rules D-251 to D-254 inclusive are in effect between Oakley and R. H. Tower and between Hopple Street and Eighth Street and between Hopple Street and Terminal Junction.

Rules F-271 to F-275 inclusive are in effect between R. H. Tower and Hopple Street.

Yard engines and yard cuts will secure permission to use main track through signalman or switchtender.

16. JOINT OR SPECIAL USE OF TRACKS.

As provided by rule 93 Block Dispatcher is designated to give instructions when it is necessary for engines or trains to make movements against current of traffic on double track within yard limits between Oakley and Storrs Junction.

Cincinnati Terminal Sub-Division time table is in effect between Oakley and Terminal Junction; between Oakley and Storrs Junction, via Oklahoma track; and between Ivorydale Junction and Winton Junction.

C. U. T. Co. book of rules is in effect between Storrs Junction and Union Terminal and between Union Terminal and Terminal Junction.

B. & O., C.C.C. & St. L., Penna and N. & W. first class trains may display signals on authority of their train dispatcher

Toledo Division trains 50, 51, 53, 54, 55, 56, 57 and 58 will operate via Winton Junction and Ivorydale Jet.

Yard Track No. 5, immediately south of No. 2 main track, will be used only as a running track for eastward movements from Hopple Street to Stock Yards round house or R. H. Tower, unless otherwise instructed by switchtender at Hopple Street.

Trains or engines moving from Eighth Street to east end Storrs via Oklahoma track will secure permission from switchtender at Eighth Street to do so.

Trains or engines moving from east end Storrs to Eighth Street via Oklahoma track will secure permission from switchtender east end Storrs to do so.

Switchtender at Eighth Street and East End of Storrs will confer with operator at Cincinnati Junction before authorizing movement in either direction, over Oklahoma track.

Movement of trains and engines between East End of Storrs and Wood Street will be controlled by switchtender at East End of Storrs.

Yard engines working in the Iron Track territory, (Toledo Division) will do so under protection at all times.

Engines and cuts moving in either direction, between Gest Street and Storrs Yard, will first secure permission from Yardmaster at Storrs.

Valley track between Hopple St. and Terminal Jet. will be used only on authority of yard master, Brighton Yard.

Yard engines and yard cuts will secure permission to use track between Fairmount and R. H. Tower from Block dispatchers office at R. H. Tower.

Classification, where there are three or more main tracks.

| Limits | Location | Classification | Track No. |
|------------------|------------------|--------------------|-----------|
| R.H. Tower to... | Third from..... | Westward Pass..... | |
| Hopple Street | North..... | Main..... | 1 |
| " | Fourth from..... | Eastward Pass..... | |
| " | North..... | Main..... | 2 |
| " | First from..... | Westward Frt..... | |
| " | North..... | Main..... | 3 |
| " | Second from..... | Eastward Frt..... | |
| " | North..... | Main..... | 4 |

17. MAIL.

18. TRAIN ORDER STATIONS—IRREGULAR HOURS.

Stations open less than twenty-four hours:
Winton Jet., 6:25 A.M., to 2:25 P.M., 5:00 P.M., to 1:00 A.M.

19. MAXIMUM WEIGHT LIMITS, CARS.

Oakley to Storrs Junction..... 240,000 lbs.
For operation of engines, see booklet form 1594, Spl. No. 10, effective January 1st, 1937.

20. RESTRICTIONS AT RAILROAD CROSSINGS AND DRAW BRIDGES.

At railroad crossings not equipped with approved interlocking, all trains or engines will stop not less than 200 feet nor more than 800 feet from crossing and will not proceed until the route is clear.

21. WHISTLE SIGNALS.

Operating Rule 14—(l) is amended as follows:

| | |
|-------|--|
| Sound | Indication |
| — o o | Approaching public crossings at grade to be prolonged or repeated until the crossing is reached. |

When trains are running against the current of traffic, whistle signals will be sounded as shown below to cover recall of flagman:

| | |
|-------------------|--|
| Sound | Indication |
| (s) — — — — — ooo | Flagman may return from west or south on double track. |
| (t) — — — — — ooo | Flagman may return from east or north on double track. |

Should the engineman of a passenger train on which the engine is scheduled to run through the next terminal in advance find, after leaving the last stop that a relief engine will be required at the terminal, they will sound two short blasts of the whistle three times with a short pause between each of the two blasts; thus oo oo oo. This signal is to be given when approaching and passing the first open office after it is known that a relief engine will be required. Operators hearing this signal will at once order relief engine from the terminal or station in advance where relief engines are provided and will then notify the Train Dispatcher.

22. MARKERS.

All yard cuts occupying main track will be marked by day with green flag, attached to the rear of the rear car, and by night with two red lanterns hung on the rear of the rear car.

C. C. C. & St. L., C. & O., L. & N., Penna, N. & W. and Southern trains using Baltimore & Ohio tracks may display yellow flags or lights as markers, where rules require green.

23. TRAIN ORDERS.

To secure uniformity of train orders the following form of order has been adopted to notify certain train to take siding in making a meeting point:

No..... Engine..... take siding and meet
No..... Engine..... at.....

As provided by rule 211, train orders, Form 19 may be used to restrict the superiority of trains except that Form 31 will be used when an order is issued at the point where superiority is restricted, and also in territory where rules 301 to 377, inclusive, are effective, where superiority is restricted at an advance or intermediate siding within the block by order issued at the telegraph office at the entrance to the block.

When a train order is to be delivered to a train at an interlocking station where the home signals are also used as block and train order signals, the signalman will:

A—Display the home signal at "stop" for the track and in the direction of the train to which the orders are addressed and will also place reminders on the machine levers that control train movements into the block.

B—Display a red flag, and in addition a red light at night, in the places provided for that purpose at the station to indicate that there are orders to be delivered.

C—When a train approaches for which there are no orders, these signals may be cleared or removed only in accordance with Operating Rule 36.

This combination of signals must be acknowledged by the engineman by one short and two long sounds of the engine or motor whistle.

SPECIAL INSTRUCTIONS—CONTINUED.

AUTOMATIC BLOCK SIGNAL TERRITORY.

In automatic block signal territory, the signalman, upon hearing the acknowledging whistle, will, if the rights of the train are not restricted at that station, cause the home signal to display the correct block indication.

The engineman having acknowledged the display of the train order signal, will, upon proper observance of the home signal proceed at slow speed to the interlocking station only, unless there otherwise directed by train order or clearance card Form A.

After receiving orders, the speed of the train will then be governed by the block indication received at the home signal.

NON-AUTOMATIC BLOCK SIGNAL TERRITORY.

In non-automatic block signal territory, the signalman, upon hearing the acknowledging whistle, will, if the rights of the train are not restricted at that station, cause the home signal to display "Permissive" indication.

The engineman having acknowledged the display of the train order signal, will then proceed at slow speed to the interlocking station only, unless there otherwise directed by train order or clearance card Form A.

After receiving orders, the speed of the train will be governed in accordance with the block indication shown on clearance card Form A.

24. PROTECTION OF MOVEMENTS OVER HIGHWAYS AT GRADE.

In the movement of engines with or without cars while switching over highway grade crossings within yard limits, also commercial and station sidings, mine, industrial, or passing sidings; unless there is a crossing watchman at his post, or the gates are down, a member of the crew will protect highway traffic at crossing by preceding each movement over the crossing and see that all highway traffic has been stopped before signaling the engineman to proceed.

The same protection will be given whenever a light engine is making a movement either forward or backward over highway crossings at grade (except when running from one station to another as a straight-away movement); also, whenever a train or engine takes a siding and obscures the view from the highway of an approaching train.

When necessary to cut a train at a highway grade crossing the ends of the cut, where practicable, shall not be less than fifty feet from the center line of the crossing and a member of the crew will remain at the crossing to protect highway traffic as indicated above, until the cars have again been coupled.

If necessary to cut a train at more than two highway crossings and there are not sufficient members of the crew available to protect highway traffic at each crossing, the ends of the cuts at the crossing which cannot be protected should, where practicable, be left standing not less than one hundred and fifty feet from center line of crossing. A member of the crew should station himself in position to insure that all highway traffic has been stopped before signaling the engineman to make the movement.

When a car or cars are set off or placed on any track they must be left standing not less than one hundred and fifty feet from the center line of a highway crossing when the space permits.

Switch engines passing over street crossings and entrance to Island Creek Coal Company, on Front Street, between Storrs and Mill Street, including Mill Street, and over Smith Street and Central Avenue, will approach crossing prepared to stop, and member of crew will protect crossing in switching movement.

25. INTERLOCKING.

Rule 684 is revised to read: When necessary to disconnect a switch, derail or movable frog, they shall first be spiked and signal maintainer must give to the operator "Out of Service" form, in duplicate, specifying the part or parts affected. This form must be signed by each operator on duty, and one copy filed by the signal maintainer.

The "Out of Service" form must in a like manner be used when it is necessary to disconnect a detector bar, signal or circuit, signals governing over routes affected shall be secured so as to display the most restrictive indication.

Whistles or sirens have been installed at following interlocking towers:

Ivorydale Junction
East Norwood
R. H. Tower

The following code signals will be observed within interlocking limits:

| Sound | Indication |
|---------|--|
| O O | All trains within interlocking limits will stop immediately. |
| O O O | Resume normal movement after receiving the proper signal or permission from the signalman. |
| O O O O | Whistle or siren test. |
| O O O O | Call signal maintainer or repairman. |

26.

27. HOURS OF SERVICE LAW.

The Hours of Service Law require that no employe in train service shall be permitted to be continuously on duty for more than sixteen consecutive hours, nor be permitted to be on duty more than sixteen hours in the aggregate in any twenty-four hour period except in case of casualty, unavoidable accident or Act of God.

After being on duty sixteen consecutive hours he must not be required or permitted to again resume duty without having been off duty ten consecutive hours, and, after being on duty sixteen hours in the aggregate in any twenty-four hour period he shall not be required or permitted to again go on duty without having at least eight consecutive hours off duty.

Any employe concerned who may be ordered for duty before his legal rest period has expired, must report the fact to the proper officer before going on duty.

Train and engine crews after being on duty twelve hours will notify the dispatcher, by telegraph from first open telegraph office, the time they will be on duty, fourteen hours.

The time of employees performing more than one (1) period of service, within a twenty-four hour period, will be considered consecutive unless the employees are given a definite release period of at least two (2) consecutive hours off duty between any two (2) periods of service.

Rule 934 is modified by following addition: "When such inspection by engineman would occasion service beyond sixteen hours, the foreman in charge must make the inspection report upon the proper form."

28. ELECTRIC HEADLIGHTS.

ELECTRIC LIGHTING OF PASSENGER CARS.

As governed by Form 1118-D Rev. and in addition, headlights will be dimmed approaching block stations and train order offices, when signals are displayed indicating train orders or messages are to be handed on.

29. BRIDGE AND TRESTLE PROTECTION.

30. TRAINS ENTERING OR LEAVING A SIDING OR CROSSING FROM ONE MAIN TRACK TO ANOTHER IN AUTOMATIC BLOCK SIGNAL TERRITORY.

When a train takes a siding at a point where switches are hand operated and signal indication Rules D-251 to D-254 inclusive are in effect, the Conductor or Engineman will, when communication is available, report the train into clear and will receive permission from the Train Dispatcher before again fouling the main track.

At points where communication is not available, trains that have taken siding may re-enter the main track when their superiority permits.

When a train takes siding to be passed by another train moving in the same direction, or is delayed in siding doing station work, or when making a crossover movement from one main track to another at a point where switches are hand operated and either or both Signal Indication Rules D-251 to D-254, inclusive, or Automatic Signal Rules 501 to 515 inclusive are in effect, then switches to be used in leaving siding or crossing from one track to another must be thrown three minutes before fouling the main or crossover tracks. To expedite their own movement when being passed by a train, the outlet switch should be opened as soon as the train to be followed has passed the switch.

When trains meet at passing sidings on single track, hand operated switch will be thrown as soon as the rear of the train to be met has passed the signal located at the fouling point of the siding. Movement from siding to main track will be governed by the indication displayed by the leave siding signal.

At points where spring switches are in service and switch foulings protected by automatic block signals (equipped with number boards), conductor or engineman will push a button located at the fouling point of siding immediately after the train to be followed has passed the switch and be governed by the indication shown on leave siding signal, then wait three minutes before fouling the main track.

SPECIAL INSTRUCTIONS—CONTINUED.

Where spring switches are in service and switch foulings protected by semi-automatic signals (without number boards), train will be governed by the indication shown on the signal.

This does not relieve crews from protecting their trains in accordance with Rule 99.

30A. TRAIN OPERATING OVER SPRING SWITCHES. 31. INSPECTION OF PASSING TRAINS.

Rule 117 is supplemented as follows:

If no indication of conditions endangering the train is seen, employes will give proceed signal to rear of passing train.

Train and enginemen on moving trains will be on the lookout for signals, when passing stations, sidings, water stations, points where trackmen are working and other places where employes are stationed along track, and when possible, will exchange signals with men on ground. When other duties permit, trainmen will be stationed at rear of both passenger and freight trains to exchange signals when passing stations and sidings. On trains having official, or other cars to which trainmen do not have access, on rear of train, signals will be exchanged from rear of car first ahead of such car or cars.

The following code of signals will be used by employees for conveying information to train crews that defects are noted on passing trains:

CONNECTIONS DRAGGING.

By day or night—Give a stop signal.

HOT JOURNALS.

By day—Hold nose with thumb and finger of one hand, pointing to the train with the other.

By night—Hold the lamp by the guard wires around the globe and swing it in a small vertical circle.

CAR DOOR SWINGING.

By day—Hold hand horizontal above head.

By night—Hold lamp by guard wires around the globe, in vertical position, and swing it across, but not beyond the body, and then hold it above the head.

BRAKES STICKING OR WHEELS SLIDING.

By day—Place palms of hands together in a horizontal position.

By night—Hold lamp by guard wire around the globe in front of and close to the body, and raise and lower it vertically a distance of 12 inches.

32. UNCLASSIFIED.

Following will govern handling of General Orders and Rules 83-(D) and 220-(A) are modified accordingly:

General orders will be issued by each Division effective 12:01 A. M. of the 1st and 15th of each month, covering all matters requiring General Order Instructions, supply of which will be provided at designated places at the initial stations on the Divisions or where trains originate and conductor and engineman must have a copy of the General Order in effect before starting trip or entering upon any division.

Form A required by Rule 83-C, must show under Part A, Line 2, the number of the General Order in effect in addition to numbers of train orders, if any are delivered, and train will not leave initial station or enter upon another division until engineman and conductor have copy of the General Order bearing number shown on Form A.

Conductors and enginemen working only in yards will sign receipt for General Order affecting territory in which they will work, on time slip received when going on duty.

Employees operating motor cars must not pass an open telegraph or block station nor leave a point where company's telephone service to an open office is available without receiving from the operator information as to train movements, also movements of other motor cars in the same or opposing direction of which he is informed. They should state the direction in which they are to move and the operator to whom this information is given will notify the operator at the station in advance and proper record be made by these operators on their block sheets or train register, so that in the event a motor car is to be operated within these limits, the operator will be in position to give information as to movements of other cars within the same limits.

Except when telegraph or telephone service fails operators must receive information as to the location of trains from the train dispatcher, using Form 1089-A, Rev. for that purpose.

Telegraph operators, in furnishing information and instructions to motor car operators, will furnish same in writing except

where it is given over telephone, in which case motor car operators will take the information and instructions in writing, using form 1089-A, Rev. for that purpose and will repeat same to the telegraph operator. Telegraph operators will also keep copy of all information and instructions given with motor car operators name on file.

The information received does not relieve those acting upon it from exercising proper precaution at all times.

In the operation of such cars where there are three or more tracks, special effort will be made to confine the operation to outside tracks. When necessary to use other tracks and a train is approaching from either direction on any track the car must be stopped and the occupants stand clear of the running tracks.

When two or more motor cars are being operated within the same limits, (or when those operating motor cars do not have access to telegraph office or telephone) all such cars must be so operated that they can be stopped within the range of vision of the person operating the car.

Where there are section gangs located between telegraph stations without means of communication with one of such stations, the operator should inform other cars of the fact that they may look out for them.

Motor cars must not be operated at a speed in excess of twenty (20) miles per hour. When operated at night, or during fog or storms, the speed must not exceed ten (10) miles per hour.

As an additional precaution for the safety of trackmen working on or near important running tracks, and particularly where the view is obstructed from any cause, track gangs will be provided with portable "W" banner and will display this banner in both directions where protection is required.

Where these portable whistle posts are displayed, enginemen will sound proper whistle signal to warn trackmen of approaching trains.

This banner must not be used to reduce speed of trains, which will continue to be covered by standard speed posts.

Rules 980 and 1042 are modified as follows: Trainmen will permit passengers to ride on the rear platform of the rear car when there are side doors and end gates in position. Chains will not be considered as a substitute for gates.

Rule 41 is modified that it will be permissible to start train from cars other than baggage car at intermediate station.

When an accident occurs involving personal injury to, or damage to property belonging to passengers, employes or others, no information is to be given by employees concerning the accident excepting to duly authorized officers or representatives of this company.

Engines with or without cars entering yard will not foul leads or parallel tracks until signal is received from yard crew or yardmaster, permitting them to do so.

In yards where switching is performed at both ends, or in any yard where tracks are shoved, the following rule will govern movements:

When a track is shoved, a yard man will be stationed at the head end of the leading car to govern the movement and see that cars are stopped where they will not foul other tracks or be shoved over the ends of tracks or derails.

When cars are ridden over a hump, or kicked into tracks that are clear, a sufficient number of hand brakes will be applied to prevent movement to foul any other tracks or be shoved over the ends of tracks or derails when struck by other cars.

Engines, except engines in yard service, will display red light at night on rear of tank when detached from train within yard limits.

When running switches are made from or to main track the conductor will handle switch except on local freight trains when switch may be handled by the listman.

L-1, Mikado, P-1A, P-1AA, P-1C, P-1D, P-7, P-9A, and Sante Fe type engines cannot be operated through ditch.

EXPLANATION OF LETTERS.

D Day train order station.

DN Day and Night train order station.

N Night train order station.

PDN Part day, part night train order station.

H Stop to discharge through passenger business only.

K Stop to discharge passengers only.

WESTWARD.

| Distance from Oakley Via C. U. T. Co. | Distance from Oakley Via B. & O. | Train Order Stations | CINCINNATI TERMINAL SUB-DIVISION TIME TABLE No. 47 September 25, 1938. | | | | | | | | | | | |
|--|--|----------------------|---|--|--|------------------------------------|----------------------------------|---|--|---|---------------------------------|-----------------------------------|--|------------------------------------|
| | | | B & O 95 Daily Freight | CCC& St. L 25 Daily Pass'gr. | B & O Ohio 197 Daily Freight | Penna 2361 Daily Pass'gr. | B & O 35 Daily Pass'gr. | CCC& St. L 5 Daily Pass'gr. | B & O Toledo 57 Daily Pass'gr. | CCC& St. L 9 Daily Pass'gr. | B & O 1 Daily Pass'gr. | Penna 227 Daily Pass'gr. | B & O St. L. 57 Daily Pass'gr. | Penna 2001 Daily Pass'gr. |
| | | | A.M. | A.M. | A.M. | A.M. | A.M. | A.M. | A.M. | A.M. | A.M. | A.M. | A.M. | A.M. |
| | | | OAKLEY 1.1 | | | 5.00 | | \$ 6.19 | | | | \$ 6.46 | | |
| 1.1 | 1.1 | | PENNA. JCT. 0.1 Penna | | | 5.05 | 5.51 | 6.21 | | | | 6.47 | 6.51 | 7.11 |
| 1.8 | 1.8 | DN | EAST NORWOOD 0.5 Penna | | | 5.08 | 5.52 | 6.22 | | | | 6.48 | 6.52 | 7.12 |
| 1.7 | 1.7 | | NORWOOD 1.3 | | | 5.10 | 5.53 | 6.23 | | | | 6.49 | 6.53 | 7.13 |
| 3.0 | 3.0 | | BOND HILL 0.1 N&W | | | 5.15 | 5.55 | 6.25 | | | | 6.51 | 6.55 | 7.15 |
| 4.0 | 4.0 | | ST. BERNARD 0.4 | | | 5.20 | 5.56 | 6.27 | | | | 6.52 | 6.56 | 7.16 |
| | | PDN | Toledo Div. WINTON JCT. 0.4 | | | | | | | 6.35 | | | | |
| | | | IVORYDALE JCT. | | | | | | | 6.40 | | | | |
| 4.4 | 4.4 | DN | CCC&St.L. IVORYDALE JCT. 0.8 | | | 4.55 | 5.27 | 5.57 | 6.28 | 6.35 | 6.40 | 6.52 | 6.53 | 6.57 |
| 5.8 | 5.8 | | WINTON PLACE 1.7 | | | \$ 4.57 | 5.29 | H 5.59 | \$ 6.30 | \$ 6.36 | \$ 6.42 | \$ 6.54 | \$ 6.55 | H 6.59 |
| 6.0 | 6.0 | DN | R. H. TOWER 1.1 | | | 5.01 | 5.32 | 6.02 | 6.33 | 6.41 | 6.45 | 6.57 | 6.58 | 7.02 |
| 8.0 | | | HOPPLE STREET 0.8 | | | 5.04 | | 6.04 | 6.35 | 6.43 | 6.47 | 6.59 | 7.00 | 7.04 |
| 8.8 | | | TERMINAL JCT. 1.1 | | | 5.07 | | 6.06 | 6.37 | 6.45 | 6.49 | 7.01 | 7.02 | 7.06 |
| 9.9 | | DN | CINCINNATI | | | A 5.15 | | A 6.10 | A 6.40 | A 6.50 | A 6.55 | A 7.05 | 7.10 S 7.20 | A 7.10 |
| 8.0 | | | HOPPLE STREET 2.1 | | | 2.00 | | | | | | | | |
| 10.1 | | | EIGHTH STREET 0.2 | | | 2.10 | | | | | | Via C. U. T. Co. | | Via C. U. T. Co. |
| 10.3 | | DN | CINCINNATI JCT. Toledo Div. 0.2 CCC&St.L. | | | 2.13 | | | | | | Via C. U. T. Co. | | Via C. U. T. Co. |
| 10.5 | | | OKLAHOMA SW. East End 0.2 Dbl. Trk. | | | 2.15 | | | | | | Via C. U. T. Co. | | Via C. U. T. Co. |
| 10.7 | | | STORRS Toledo Div. | | | 2.20 | | | | | | Via C. U. T. Co. | | Via C. U. T. Co. |
| 11.6 | 11.6 | DN | 0.5 STORRS JCT. CCC&St.L. | | | 3.00 | | | | | | 7.26 | | 7.31 |
| | | | | | | A.M. | A.M. | A.M. | A.M. | A.M. | A.M. | A.M. | A.M. | A.M. |
| | | | Time over District..... | | | 1.00 | .20 | .32 | .19 | .21 | .15 | .20 | .13 | .40 |
| | | | Average speed per hour..... | | | 3.2 | 16.5 | 12.9 | 27.7 | 28.2 | 22.0 | 17.7 | 25.3 | 17.4 |

Speed as shown in Special Rule No. 5, and such other restrictions as may be in effect, will not be exceeded.

WESTWARD.

| Distance from Oakley Via C. U. T. Co. | Distance from Oakley Via B. & O. | Train Order Stations | CINCINNATI TERMINAL SUB-DIVISION TIME TABLE No. 47 | | | | | | | | | | N&W Daily Pass'gr. | | |
|--|--|----------------------|--|---|--|---------------------------------|---|---|-----------------------------------|---|----------------------------------|---|--------------------------|-------|-------|
| | | | N&W 23 Daily Pass'gr. | CCC& St. L 123 Daily Pass'gr. | B & O 85 Daily Ex. Sunday Freight | B & O 97 Daily Freight | CCC& St. L 121 Daily Pass'gr. | B & O 55 Daily Ex. Sunday Pass'gr. | Penna 267 Daily Pass'gr. | CCC& St. L 47 Daily Ex. Sunday Pass'gr. | B & O 33 Daily Pass'gr. | B & O 65 Daily Ex. Sunday Pass'gr. | | | |
| | | | September 25, 1938. | | | | | | | | | | | | |
| | | | A. M. | A. M. | A. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | | |
| | | | OAKLEY 1.1 | | | | | | | | | | | | |
| | | | PENNA JCT. 0.1 Penna. | | | | | | | | | | | | |
| 1.1 | 1.1 | | 10.41 | | 11.43 | 12.34 | | | | | 4.31 | | 4.52 | | 5.25 |
| 1.2 | 1.2 | DN | EAST NORWOOD 0.5 Penna. | | | | | | | | | | | | |
| | | | 10.42 | | 11.45 | 12.35 | | | | | 4.32 | | 4.53 | | 5.26 |
| 1.7 | 1.7 | | NORWOOD 1.3 | | | | | | | | | | | | |
| | | | 10.43 | | 11.48 | 12.38 | | | | | 4.33 | | 4.54 | | 5.27 |
| 5.0 | 5.0 | | BOND HILL 1.0 N & W | | | | | | | | | | | | |
| | | | 10.45 | | 11.52 | 12.42 | | | | | 4.35 | | 4.56 | | 5.29 |
| 4.0 | 4.0 | | ST. BERNARD 0.4 | | | | | | | | | | | | |
| | | | 10.46 | | 11.55 | 12.45 | | | | | 4.36 | | 4.57 | | 5.30 |
| | | PDN | WINTON JCT. 0.4 Toledo Div. | | | | | | | | | | | | |
| | | | | | | | | | | 2.30 | | | | | |
| | | | IVORYDALE JCT. | | | | | | | | | | | | |
| | | | | | | | | | | 2.37 | | | | | |
| 4.4 | 4.4 | DN | IVORYDALE JCT. 0.8 CCC&St.L. | | | | | | | | | | | | |
| | | | 10.47 | 11.45 | 12.00 | 12.47 | 2.18 | 2.37 | 4.37 | 4.45 | 4.58 | | | | 5.32 |
| 5.2 | 5.2 | | WINTON PLACE 1.7 | | | | | | | | | | | | |
| | | | 10.49 | 11.47 | 12.02 | 12.49 | 2.20 | 2.39 | 4.39 | 4.47 | 5.00 | | | | 5.34 |
| 6.9 | 6.9 | DN | R. H. TOWER 1.1 | | | | | | | | | | | | |
| | | | 10.52 | 11.50 | 12.05 | 1.00 | 2.23 | 2.42 | 4.42 | 4.50 | 5.02 | | | | 5.38 |
| 8.0 | | | HOPPLE STREET 0.8 | | | | | | | | | | | | |
| | | | 10.54 | 11.52 | | | | 2.25 | 2.44 | 4.44 | 4.52 | 5.04 | | | 5.40 |
| 8.8 | | | TERMINAL JCT. 1.1 | | | | | | | | | | | | |
| | | | 10.56 | 11.54 | | | | 2.27 | 2.46 | 4.46 | 4.54 | 5.06 | | | 5.42 |
| 9.9 | | DN | CINCINNATI | | | | | | | | | | | | |
| | | | 11.00 | 12.00 | | | | 2.35 | 2.50 | 4.50 | 5.00 | 5.10 | 5.25 | 5.45 | |
| | 8.0 | | HOPPLE STREET 2.1 | | | | | | | | | | | | |
| | | | | | | | 1.30 | | | | | | | | |
| | 10.1 | | EIGHTH STREET 0.2 | | | | | | | | | | | | |
| | | | | | | | 1.35 | | | | | | | | |
| | 10.8 | DN | CINCINNATI JCT. 0.2 Toledo Div. CCC&St.L. | | | | | | | | | | | | |
| | | | | | | | 1.37 | | | | | | | | |
| | 10.6 | | OKLAHOMA SW. 0.2 East End Dbl. Trk. | | | | | | | | | | | | |
| | | | | | | | 1.38 | | | | | | | | |
| | 10.7 | | STORRS Toledo Div. | | | | | | | | | | | | |
| | | | | | | | 1.40 | | | | | | | | |
| 11.6 | 11.6 | DN | STORRS JCT. 0.5 CCC&St.L. | | | | | | | | | | | | |
| | | | | | | | 2.00 | | | | | | | 5.31 | |
| | | | A. M. | NOON | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. |
| | | | Time over District..... | | | | | | | | | | | | |
| | | | .19 | .15 | .25 | 1.30 | .17 | .20 | .19 | .15 | .20 | .06 | .20 | | |
| | | | Average speed per hour..... | | | | | | | | | | | | |
| | | | 27.7 | 22.0 | 16.5 | 7.4 | 19.4 | 17.7 | 27.7 | 22.0 | 29.7 | 16.9 | 26.4 | | |

Speed as shown in Special Rule No. 5, and such other restrictions as may be in effect, will not be exceeded.

WESTWARD.

| Distance from Oakley Via C. U. T. Co. | Distance from Oakley Via B. & O. | Train Order Stations | CINCINNATI TERMINAL SUB-DIVISION | | | CCC& St. L | Penna | B & O | B & O Ohio | Penna | B & O Ohio | CCC& St. L | B & O St. L | B & O St. L | | | |
|--|--|----------------------|--|--|--|------------------|------------------|------------------|------------------|------------------|-----------------------------------|------------------|------------------|------------------|--|--|------|
| | | | TIME TABLE No. 47 | | | Daily Pass'gr | Daily Pass'gr | Daily Pass'gr | Daily Freight | Daily Pass'gr | Daily Ex. Mond'y Express | Daily Pass'gr | Daily Express | Daily Freight | | | |
| | | | September 25, 1938. | | | | | | | | | | | | | | |
| | | | | | | P.M. | P.M. | P.M. | P.M. | P.M. | P.M. | P.M. | P.M. | P.M. | | | |
| | | | OAKLEY 1.1 | | | | | | 7.15 | | K 8.05 | | | | | | |
| 1.1 | 1.1 | | PENNA JCT. 0.1 Penna. | | | | 5.46 | | 7.19 | 7.56 | 8.08 | | | | | | |
| 1.8 | 1.8 | DN | EAST NORWOOD 0.5 Penna. | | | | 5.47 | | 7.20 | 7.57 | 8.09 | | | | | | |
| 1.7 | 1.7 | | NORWOOD 1.3 | | | | 5.48 | | 7.23 | 7.58 | 8.10 | | | | | | |
| 3.0 | 3.0 | | BOND HILL 0.1 N & W | | | | 5.50 | | 7.27 | 8.00 | 8.12 | | | | | | |
| 4.0 | 4.0 | | ST. BERNARD 0.4 | | | | 5.51 | | 7.30 | 8.01 | 8.14 | | | | | | |
| | | PDN | Toledo Div. WINTON JCT. 0.4 | | | | | | | | | | | | | | |
| | | | IVORYDALE JCT. | | | | | | | | | | | | | | |
| 4.4 | 4.4 | DN | CCC&St.L. IVORYDALE JCT. 0.8 | | | 5.43 | 5.52 | | 7.32 | 8.02 | 8.15 | 8.35 | | | | | |
| 5.2 | 5.2 | | WINTON PLACE 1.7 | | | S 5.45 | H 5.55 | | 7.34 | H 8.04 | K 8.16 | S 8.38 | | | | | |
| 6.0 | 6.0 | DN | R. H. TOWER 1.1 | | | 5.48 | 5.58 | | 7.45 | 8.07 | 8.19 | 8.41 | | | | | |
| 8.0 | | | HOPPLE STREET 0.8 | | | 5.50 | 6.00 | | | 8.09 | 8.20 | 8.43 | | | | | |
| 8.8 | | | TERMINAL JCT. 1.1 | | | 5.52 | 6.02 | | | 8.11 | 8.22 | 8.45 | | | | | |
| 9.9 | | DN | CINCINNATI | | | A 5.55 | A 6.05 | 7.00 | | A 8.15 | A 8.30 | A 8.50 | 9.30 | | | | |
| | 8.0 | | HOPPLE STREET 2.1 | | | | | | | | | | | | | | 9.00 |
| | 10.1 | | EIGHTH STREET 0.2 | | | | | | | | | | | | | | 9.05 |
| | 10.8 | DN | CINCINNATI JCT. Toledo Div. 0.2 CCC&St.L. | | | | | | | | | | | | | | 9.08 |
| | 10.5 | | OKLAHOMA SW. East End 0.2 Dbl. Trk. | | | | | | | | | | | | | | 9.10 |
| | 10.7 | | STORRS Toledo Div. | | | | | | | | | | | | | | 9.15 |
| 11.8 | 11.8 | DN | 0.5 STORRS JCT. CCC&St.L. | | | | | 7.06 | | | | | 9.36 | 10.00 | | | |
| | | | | | | P.M. | P.M. | P.M. | P.M. | P.M. | P.M. | P.M. | P.M. | | | | |
| Time over District..... | | | | | | .12 | .19 | .06 | .30 | .19 | .25 | .15 | .06 | 1.00 | | | |
| Average speed per hour..... | | | | | | 27.5 | 27.7 | 16.9 | 13.8 | 27.7 | 23.7 | 22.0 | 16.9 | 3.2 | | | |

Speed as shown in Special Rule No. 5, and such other restrictions as may be in effect, will not be exceeded.

WESTWARD.

| Distance from Oakley Via C. U. T. Co. | Distance from Oakley Via B. & O. | Train Order Stations | CINCINNATI TERMINAL SUB-DIVISION TIME TABLE No. 47 September 25, 1938. | | | | Penna | B & O | B & O | B & O | | | | | | | | |
|--|--|----------------------|---|-------------------------|-------------------------|------------------------|--------|------------------|-------|-------|--|--|--|--|--|--|--|--|
| | | | 213 Daily Pass'gr. | 53 Daily Pass'gr. | 11 Daily Pass'gr. | 89 Daily Freight | P.M. | P.M. | P.M. | P.M. | | | | | | | | |
| | | | OAKLEY 1.1 | | | | | \$11.18 | | | | | | | | | | |
| 1.1 | 1.1 | | PENNA JCT. 0.1 Penna. | | | 9.20 | | 11.20 | | | | | | | | | | |
| 1.2 | 1.2 | DN | EAST NORWOOD 0.5 Penna. | | | 9.21 | | 11.21 | | | | | | | | | | |
| 1.7 | 1.7 | | NORWOOD 1.3 | | | 9.22 | | 11.22 | | | | | | | | | | |
| 3.0 | 3.0 | | BOND HILL 0.1 N & W | | | 9.24 | | 11.24 | | | | | | | | | | |
| 4.0 | 4.0 | | ST. BERNARD 0.4 | | | 9.25 | | 11.25 | | | | | | | | | | |
| | | PDN | WINTON JCT. 0.4 Toledo Div. | | | | 9.25 | | | | | | | | | | | |
| | | | IVORYDALE JCT. | | | | 9.32 | | | | | | | | | | | |
| 4.4 | 4.4 | DN | IVORYDALE JCT. 0.8 CCC&St.L. | | | 9.26 | 9.32 | 11.26 | | | | | | | | | | |
| 5.2 | 5.2 | | WINTON PLACE 1.7 | | | H 9.28 | S 9.34 | \$11.28 | | | | | | | | | | |
| 6.9 | 6.9 | DN | R. H. TOWER 1.1 | | | 9.31 | 9.37 | 11.31 | | | | | | | | | | |
| 8.0 | | | HOPPLE STREET 0.8 | | | 9.33 | 9.39 | 11.33 | | | | | | | | | | |
| 8.8 | | | TERMINAL JCT. 1.1 | | | 9.35 | 9.41 | 11.35 | | | | | | | | | | |
| 9.9 | | DN | CINCINNATI | | | A 9.40 | A 9.45 | \$12.05 11.40 | | | | | | | | | | |
| 8.0 | | | HOPPLE STREET 2.1 | | | | | 11.00 | | | | | | | | | | |
| 10.1 | | | EIGHTH STREET 0.2 | | | | | 11.05 | | | | | | | | | | |
| 10.3 | | DN | CINCINNATI JCT. 0.2 Toledo Div. CCC&St.L. | | | | | 11.07 | | | | | | | | | | |
| 10.5 | | | OKLAHOMA SW. 0.2 East End Dbl. Trk. | | | | | 11.08 | | | | | | | | | | |
| 10.7 | | | STORRS 0.5 Toledo Div. | | | | | 11.10 | | | | | | | | | | |
| 11.6 | 11.6 | DN | STORRS JCT. 0.5 CCC&St.L. | | | | | 12.11 | 12.25 | | | | | | | | | |
| | | | | | | P.M. | P.M. | A.M. | A.M. | | | | | | | | | |
| | | | Time over District..... | | | .20 | .20 | .53 | 1.25 | | | | | | | | | |
| | | | Average speed per hour..... | | | 26.4 | 17.7 | 13.1 | 2.2 | | | | | | | | | |

Speed as shown in Special Rule No. 5, and such other restrictions as may be in effect, will not be exceeded.

EASTWARD.

| Distance from Storrs Jct. Via C. U. T. Co. | Distance from Storrs Jct. Via E. & O. | Train Order Stations | CINCINNATI TERMINAL SUB-DIVISION TIME TABLE No. 47 September 25, 1938. | | | | | | | | | | | | | | | |
|--|---------------------------------------|----------------------|---|---|---|--|---|--|---|--------|-------|--|--|--|--|--|--|--|
| | | | B & O St. L 96 Daily Freight | B & O St. L 90 Daily Freight | B & O 86 Daily Ex. Sunday Freight | B & O 98 Daily Freight | B & O St. L 30 Daily Express | B & O 56 Daily Ex. Sunday Pass'gr. | B & O 12 Daily Pass'gr. | | | | | | | | | |
| | | | P. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | | | | | | | | | |
| | | DN | STORRS JCT. CCC&St.L. | 11.00 | 4.30 | ..... | 6.30 | 7.39 | ..... | 7.59 | ..... |  |  |  |  |  |  |  |
| 0.5 | | | 0.5 Toledo Div. STORRS 0.2 | 11.05 | 4.35 | ..... | 6.35 | | | | | | | | | | | |
| 0.7 | | | OKLAHOMA SW. 0.2 CCC&St.L. | 11.10 | 4.40 | ..... | 6.40 | | | | | | | | | | | |
| 0.9 | DN | | CINCINNATI JCT. 0.2 Toledo Div. | 11.15 | 4.45 | ..... | 6.45 | | | | | | | | | | | |
| 1.1 | | | EIGHTH STREET 2.1 | 11.20 | 4.50 | ..... | 6.50 | Via C. U. T. Co. | | | | | | | | | | |
| 3.9 | | | HOPPLE STREET 1.1 | 1.40 | 5.00 | 6.10 | 7.00 | | | | | | | | | | | |
| 1.7 | | DN | CINCINNATI 1.1 | ..... | ..... | ..... | ..... | A 7.45 | 8.20 | 8.05 | 8.45 | | | | | | | |
| 3.3 | | | TERMINAL JCT. 0.8 | ..... | ..... | ..... | ..... |  | 8.22 | 8.48 | | | | | | | | |
| 3.6 | | | HOPPLE STREET 1.1 | ..... | ..... | ..... | ..... |  | 8.24 | 8.50 | | | | | | | | |
| 4.7 | 4.8 | DN | R. H. TOWER 1.7 | 1.48 | ..... | 6.12 | ..... |  | 8.26 | 8.52 | | | | | | | | |
| 6.4 | 6.0 | | WINTON PLACE 0.8 | 1.51 | ..... | 6.16 | ..... | S 8.30 | S 8.56 | | | | | | | | | |
| 7.3 | 6.8 | DN | IVORYDALE JCT. 0.4 CCC&St.L. | 1.52 | ..... | 6.18 | ..... |  | 8.32 | 8.58 | | | | | | | | |
| | | DN | IVORYDALE JCT. 0.4 | ..... | ..... | ..... | ..... |  | 8.32 | | | | | | | | | |
| 7.0 | | PDN | WINTON JCT. Toledo Div. | ..... | ..... | ..... | ..... |  | 8.38 | | | | | | | | | |
| 7.8 | 7.2 | | ST. BERNARD 1.0 N.&W. | ..... | ..... | ..... | ..... |  |  | 8.59 | | | | | | | | |
| 8.6 | 8.2 | | BOND HILL 1.3 | 1.54 | ..... | 6.20 | ..... |  |  | 9.00 | | | | | | | | |
| 9.9 | 9.5 | | NORWOOD 0.5 Penna | 1.56 | ..... | 6.22 | ..... |  |  | 9.02 | | | | | | | | |
| 10.4 | 10.0 | DN | EAST NORWOOD 0.1 | 1.57 | ..... | 6.24 | ..... |  |  | 9.04 | | | | | | | | |
| 10.5 | 10.1 | | PENNA JCT. 1.1 Penna | 1.58 | ..... | 6.25 | ..... |  |  | 9.05 | | | | | | | | |
| 11.6 | 11.2 | | OAKLEY | 2.00 | ..... | 6.30 | ..... |  |  | S 9.06 | | | | | | | | |
| | | | | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | | | | | | | |
| | | | Time over District..... | 3.00 | .30 | .20 | .30 | .06 | .18 | 1.07 | | | | | | | | |
| | | | Average speed per hour..... | 3.7 | 6.4 | 24.0 | 6.4 | 16.9 | 19.6 | 10.4 | | | | | | | | |

Speed as shown in Special Rule No. 5, and such other restrictions as may be in effect, will not be exceeded.

EASTWARD.

| Distance from Storrs Jct. Via C. U. T. Co. | Distance from Storrs Jct. Via B. & O. | Train Order Stations | CINCINNATI TERMINAL SUB-DIVISION TIME TABLE No. 47 September 25, 1938. | | | | | | | | | | | | |
|--|---------------------------------------|----------------------|---|----------------------------------|----------------------------------|---------------------------------|--------------------------------|---------------------------------|---|---------------------------------------|----------------------------------|----------|-------|--|--|
| | | | CCC&St. L. Daily Pass'gr. A. M. | Penna Daily Pass'gr. A. M. | Penna Daily Pass'gr. A. M. | B & O Daily Freight A. M. | N&W Daily Pass'gr. A. M. | B & O Daily Freight A. M. | CCC&St. L. Daily Ex. Sunday Pass'gr. NOON | CCC&St. L. Daily Pass'gr. P. M. | B & O Daily Pass'gr. P. M. | | | | |
| | | DN | STORRS JCT. CCC&St.L. | | | | | | | 8.30 | | | 12.07 | | |
| | 0.5 | | 0.5 Toledo Div. STORRS | | | | | | | 8.35 | | | | | |
| | 0.7 | | 0.2 OKLAHOMA SW. CCC&St.L. | | | | | | | 8.40 | | | | | |
| | 0.9 | DN | CINCINNATI JCT. 0.2 Toledo Div. | | | | | | | 8.45 | | | | | |
| | 1.1 | | EIGHTH STREET 2.1 | | | | | | | 8.50 | | | | | |
| | 3.3 | | HOPPLE STREET 1.1 | | | | 9.30 | | | 9.00 | | | | | |
| 1.7 | | DN | CINCINNATI 1.1 | 9.00 | 9.05 | 9.10 | | 10.45 | | 12.00 | 12.25 | 12.13 | 12.27 | | |
| 3.8 | | | TERMINAL JCT. 0.8 | 9.04 | 9.09 | 9.13 | | 10.49 | | 12.03 | 12.28 | 12.30 | | | |
| 3.6 | | | HOPPLE STREET 1.1 | 9.06 | 9.12 | 9.15 | | 10.51 | | 12.05 | 12.30 | 12.32 | | | |
| 4.7 | 4.3 | DN | R. H TOWER 1.7 | 9.08 | 9.14 | 9.17 | 9.34 | 10.53 | 11.33 | 12.07 | 12.32 | 12.34 | | | |
| 6.4 | 6.0 | | WINTON PLACE 0.8 | \$ 9.11 | \$ 9.17 | \$ 9.20 | \$ 9.38 | \$ 10.55 | \$ 11.37 | \$ 12.11 | \$ 12.36 | \$ 12.37 | | | |
| 7.3 | 6.3 | DN | IVORYDALE JCT. 0.4 CCC&St.L. | 9.13 | 9.19 | 9.22 | 9.40 | 10.58 | 11.39 | 12.13 | 12.38 | 12.39 | | | |
| | | DN | IVORYDALE JCT. 0.4 | | | | | | | | | 12.39 | | | |
| 7.6 | | PDN | WINTON JCT. Toledo Div. | | | | | | | | | 12.44 | | | |
| 7.6 | 7.2 | | ST. BERNARD 1.0 N.&W. | | 9.20 | 9.23 | | 10.59 | | | | | | | |
| 8.6 | 8.2 | | BOND HILL 1.3 | | 9.21 | 9.24 | 9.42 | 11.00 | 11.44 | | | | | | |
| 9.9 | 9.5 | | NORWOOD 0.5 Penna | | 9.23 | 9.26 | 9.44 | 11.02 | 11.46 | | | | | | |
| 10.4 | 10.0 | DN | EAST NORWOOD 0.1 | | 9.24 | 9.27 | 9.46 | 11.03 | 11.47 | | | | | | |
| 10.5 | 10.1 | | PENNA JCT. 1.1 Penna | | 9.25 | 9.28 | 9.47 | 11.04 | 11.48 | | | | | | |
| 11.6 | 11.2 | | OAKLEY | | | | 9.50 | | 11.50 | | | | | | |
| | | | | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | P. M. | P. M. | P. M. | | | |
| | | | Time over District..... | .13 | .20 | .18 | .20 | .19 | 3.20 | .13 | .13 | .37 | | | |
| | | | Average speed per hour..... | 25.3 | 26.4 | 29.3 | 24.0 | 27.7 | 3.4 | 25.3 | 25.3 | 12.3 | | | |

Speed as shown in Special Rule No. 5, and such other restrictions as may be in effect, will not be exceeded.

EASTWARD.

| Distance from Storrs Jct. Via C. U. T. Co. | Distance from Storrs Jct. Via B. & O. | Train Order Stations | CINCINNATI TERMINAL SUB-DIVISION TIME TABLE No. 47 September 25, 1938. | | | | | | | | | | Penna. | B & O | B & O | Penna. | CCC& St. L. | B & O | Penna. | CCC& St. L. | B & O | N&W | Penna. |
|--|---------------------------------------|----------------------|---|---------|--------|---------|---------|---------|-------|---------|---------|---------|---------|----------------|--------------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| | | | 222 | 80 | 38 | 2070 | 16 | 88 | 40 | 124 | 2 | 24 | 230 | Daily Pass'gr. | Daily Ex. Sunday Freight | Daily Pass'gr. | Daily Pass'gr. | Daily Pass'gr. | Daily Pass'gr. | Daily Pass'gr. | Daily Pass'gr. | Daily Pass'gr. | Daily Pass'gr. |
| | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | |
| | | DN | STORRS JCT. CCC&St.L. | ..... | 1.30 | ..... | ..... | ..... | ..... | 3.00 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 5.39 | ..... | ..... | ..... |  |
| 0.5 | | | STORRS 0.2 Toledo Div. | ..... | A 1.35 | ..... | ..... | ..... | ..... | 3.15 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| 0.7 | | | OKLAHOMA SW. 0.2 CCC&St.L. | ..... | ..... | ..... | ..... | ..... | ..... | 3.20 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| 0.9 | DN | | CINCINNATI JCT. 0.2 Toledo Div. | ..... | ..... | ..... | ..... | ..... | ..... | 3.25 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| 1.1 | | | EIGHTH STREET 2.1 | ..... | ..... | ..... | ..... | ..... | ..... | 3.30 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| 3.3 | | | HOPPLE STREET 1.1 | ..... | ..... | ..... | ..... | ..... | ..... | 3.45 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| 1.7 | | DN | CINCINNATI 1.1 | 1.00 | ..... | 2.35 | 2.40 | 3.30 | ..... | 4.30 | 5.50 | 5.45 | 6.05 | 6.05 | 6.10 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| 2.8 | | | TERMINAL JCT. 0.8 | 1.03 | ..... | 2.38 | 2.44 | 3.33 | ..... | 4.33 | 5.53 | 6.07 | 6.09 | 6.13 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| 3.6 | | | HOPPLE STREET 1.1 | 1.05 | ..... | 2.39 | 2.46 | 3.35 | ..... | 4.35 | 5.55 | 6.09 | 6.11 | 6.15 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| 4.7 | 4.8 | DN | R. H. TOWER 1.7 | 1.07 | ..... | 2.41 | 2.48 | 3.37 | ..... | 4.37 | 5.57 | 6.11 | 6.13 | 6.17 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| 6.4 | 6.0 | | WINTON PLACE 0.8 | \$ 1.10 | ..... | \$ 2.45 | \$ 2.50 | \$ 3.40 | ..... | \$ 4.40 | \$ 6.01 | \$ 6.14 | \$ 6.16 | \$ 6.20 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| 7.2 | 6.8 | DN | IVORYDALE JCT. 0.4 CCC&St.L. | 1.12 | ..... | 2.47 | 2.51 | 3.42 | ..... | 4.42 | 6.03 | 6.16 | 6.18 | 6.23 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | | DN | IVORYDALE JCT. 0.4 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| 7.6 | | PDN | WINTON JCT. Toledo Div. | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| 7.6 | 7.3 | | ST. BERNARD 1.0 N.&W. | 1.13 | ..... | 2.48 | 2.52 | ..... | ..... | 4.43 | ..... | 6.17 | 6.19 | 6.24 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| 8.6 | 8.3 | | BOND HILL 1.3 | 1.14 | ..... | 2.50 | 2.54 | ..... | ..... | 4.44 | ..... | 6.19 | 6.20 | 6.25 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| 9.9 | 9.6 | | NORWOOD 0.5 Penna | 1.15 | ..... | 2.52 | 2.56 | ..... | ..... | 4.46 | ..... | ..... | 6.22 | 6.27 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| 10.4 | 10.0 | DN | EAST NORWOOD 0.1 | 1.17 | ..... | 2.53 | 2.57 | ..... | ..... | 4.47 | ..... | 6.21 | 6.23 | 6.28 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| 10.6 | 10.1 | | PENNA JCT. 1.1 Penna | 1.18 | ..... | 2.54 | 2.58 | ..... | ..... | 4.48 | ..... | 6.22 | 6.24 | 6.29 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| 11.0 | 11.3 | | OAKLEY | ..... | ..... | \$ 2.56 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | | | | P.M. | P.M. | P.M. | P.M. | P.M. | P.M. | P.M. | P.M. | P.M. | P.M. | P.M. | P.M. | P.M. | P.M. | P.M. | P.M. | P.M. | P.M. | P.M. | |
| | | | Time over District..... | .18 | .05 | .21 | .18 | .12 | .45 | .18 | .13 | .46 | .19 | .19 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| | | | Average speed per hour..... | 29.3 | 6.0 | 28.2 | 29.3 | 27.5 | 4.2 | 29.3 | 25.3 | 15.1 | 27.7 | 27.7 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |

Speed as shown in Special Rule No. 5, and such other restrictions as may be in effect, will not be exceeded.

EASTWARD.

| Distance from Storrs Jct. Via C. U. T. Co. | Distance from Storrs Jct. Via B. & O. | Train Order Stations | CINCINNATI TERMINAL SUB-DIVISION TIME TABLE No. 47 September 25, 1938. | | B & O | CCC & St. L. | B & O | B & O | CCC & St. L. | N&W | Penna | | | | | | | | |
|--|---------------------------------------|----------------------|---|---------------------------|----------------|---------------|----------------|----------------|----------------|----------------|-------|--|--|--|--|--|--|--|--|
| | | | 62 | 18 | 104 | 4 | 28 | 4 | 2370 | | | | | | | | | | |
| | | | | Daily Ex. Sunday Pass'gr. | Daily Pass'gr. | Daily Freight | Daily Pass'gr. | Daily Pass'gr. | Daily Pass'gr. | Daily Pass'gr. | | | | | | | | | |
| | | | | P.M. | P.M. | P.M. | P.M. | P.M. | P.M. | P.M. | | | | | | | | | |
| | | DN | STORRS JCT. CCC&St.L. | 6.18 | | | 9.24 | | | | | | | | | | | | |
| | 0.5 | | 0.5 Toledo Div. STORRS | | | | | | | | | | | | | | | | |
| | 0.7 | | 0.2 CCC&St.L. OKLAHOMA SW. | | | | | | | | | | | | | | | | |
| | 0.9 | DN | 0.2 Toledo Div. CINCINNATI JCT. | | | | | | | | | | | | | | | | |
| | 1.1 | | EIGHTH STREET 2.1 | | | | | | | | | | | | | | | | |
| | 3.8 | | 1.1 HOPPLE STREET | | | 9.00 | | | | | | | | | | | | | |
| 1.7 | | DN | 1.1 CINCINNATI | A 6.25 | 7.35 | ..... | S 9.45 | 9.51 | 9.55 | 10.00 | | | | | | | | | |
| 3.8 | | | 0.8 TERMINAL JCT. | | 7.38 | | 9.48 | 9.54 | 9.59 | 10.03 | | | | | | | | | |
| 3.8 | | | 1.1 HOPPLE STREET | | 7.40 | | 9.49 | 9.56 | 10.01 | 10.05 | | | | | | | | | |
| 4.7 | 4.8 | DN | 1.7 R. H. TOWER | | 7.42 | 9.02 | 9.51 | 9.58 | 10.03 | 10.07 | | | | | | | | | |
| 6.4 | 6.0 | | 0.8 WINTON PLACE | | S 7.46 | 9.04 | S 9.55 | S 10.02 | F 10.05 | S 10.10 | | | | | | | | | |
| 7.8 | 6.8 | DN | 0.4 CCC&St.L. IVORYDALE JCT. | | 7.48 | 9.07 | 9.57 | 10.04 | 10.08 | 10.13 | | | | | | | | | |
| 7.6 | | DN | 0.4 IVORYDALE JCT. | | | | | | | | | | | | | | | | |
| 7.6 | | PDN | Toledo Div. WINTON JCT. | | | | | | | | | | | | | | | | |
| 7.6 | 7.8 | | 1.0 N.&W. ST. BERNARD | | | | 9.58 | | 10.09 | 10.14 | | | | | | | | | |
| 8.6 | 8.8 | | 1.3 BOND HILL | | | 9.09 | 9.59 | | 10.10 | 10.15 | | | | | | | | | |
| 9.9 | 9.5 | | 0.5 Penna NORWOOD | | | 9.11 | | | 10.12 | 10.17 | | | | | | | | | |
| 10.4 | 10.0 | DN | 0.1 EAST NORWOOD | | | 9.12 | 10.02 | | 10.13 | 10.18 | | | | | | | | | |
| 10.8 | 10.1 | | 1.1 Penna PENNA JCT. | | | 9.13 | 10.03 | | 10.14 | 10.19 | | | | | | | | | |
| 11.0 | 11.8 | | OAKLEY | | | 9.20 | S 10.06 | | | | | | | | | | | | |
| | | | | | P.M. | P.M. | P.M. | P.M. | P.M. | P.M. | | | | | | | | | |
| | | | Time over District..... | | .07 | .13 | .20 | .42 | .13 | .19 | .19 | | | | | | | | |
| | | | Average speed per hour..... | | 14.6 | 25.3 | 24.0 | 16.5 | 25.3 | 27.7 | 27.7 | | | | | | | | |

Speed as shown in Special Rule No. 5, and such other restrictions as may be in effect, will not be exceeded.

EASTWARD.

| Distance from Storrs Jct. Via C. U. T. Co. | Distance from Storrs Jct. Via B. & O. | Train Order Stations | CINCINNATI TERMINAL SUB-DIVISION TIME TABLE No. 47 September 25, 1938. | | | | B & O | B & O | B & O | Penna | CCC& St. L | B & O | Penna | CCC& St. L | | | |
|--|---------------------------------------|----------------------|---|-------|-------|-------|-------|-------|-------|-------|--------------------------|--------------------------|----------------|----------------|----------------|----------------|----------------|
| | | | 50 | 30 | 36 | 202 | 2 | 58 | 2010 | 42 | Daily Ex. Sunday Express | Daily Ex. Sunday Express | Daily Pass'gr. | Daily Pass'gr. | Daily Pass'gr. | Daily Pass'gr. | Daily Pass'gr. | Daily Pass'gr. |
| | | | | | | P.M. | P.M. | P.M. | P.M. | P.M. | P.M. | P.M. | P.M. | | | | |
| | | DN | STORRS JCT. CCC&St.L. | | | | | | | | 10.37 | | | | | | |
| 0.5 | | | 0.5 Toledo Div. STORRS | | | | | | | | | | | | | | |
| 0.7 | | | OKLAHOMA SW. 0.2 CCC&St.L. | | | | | | | | | | | | | | |
| 0.9 | DN | | CINCINNATI JCT. 0.2 Toledo Div. | | | | | | | | | | | | | | |
| 1.1 | | | EIGHTH STREET 2.1 | | | | | | | | | | | | | | |
| 3.8 | | | HOPPLE STREET 1.1 | | | | | | | | | | | | | | |
| 1.7 | | DN | CINCINNATI 1.1 | 10.35 | 10.40 | 10.55 | 11.15 | 11.30 | 11.35 | 11.40 | 11.50 | | | | | | |
| 3.8 | | | TERMINAL JCT. 0.8 | 10.38 | 10.43 | 10.58 | 11.18 | 11.33 | 11.38 | 11.43 | 11.53 | | | | | | |
| 3.9 | | | HOPPLE STREET 1.1 | 10.40 | 10.45 | 10.59 | 11.20 | 11.35 | 11.40 | 11.45 | 11.55 | | | | | | |
| 4.7 | 4.8 | DN | R. H. TOWER 1.7 | 10.42 | 10.47 | 11.01 | 11.22 | 11.37 | 11.42 | 11.47 | 11.57 | | | | | | |
| 6.4 | 6.0 | | WINTON PLACE 0.8 | 10.45 | 10.50 | 11.05 | 11.25 | 11.41 | 11.46 | 11.50 | 12.01 | | | | | | |
| 7.2 | 6.8 | DN | IVORYDALE JCT. 0.4 CCC&St.L. | 10.47 | 10.51 | 11.07 | 11.28 | 11.43 | 11.49 | 11.53 | 12.03 | | | | | | |
| | | DN | IVORYDALE JCT. 0.4 | 10.47 | | | | | | 11.49 | | | | | | | |
| 7.6 | | PDN | WINTON JCT. Toledo Div. | 10.52 | | | | | | 11.55 | | | | | | | |
| 7.6 | 7.9 | | ST. BERNARD 1.0 N.&W. | | 10.52 | 11.08 | 11.29 | | | 11.54 | | | | | | | |
| 8.0 | 8.8 | | BOND HILL 1.3 | | 10.53 | 11.10 | 11.30 | | | 11.55 | | | | | | | |
| 9.0 | 9.5 | | NORWOOD 0.5 Penna | | 10.55 | 11.12 | 11.32 | | | 11.57 | | | | | | | |
| 10.4 | 10.0 | DN | EAST NORWOOD 0.1 | | 10.56 | 11.13 | 11.33 | | | 11.58 | | | | | | | |
| 10.5 | 10.1 | | PENNA JCT. 1.1 Penna | | 10.57 | 11.14 | 11.34 | | | 11.59 | | | | | | | |
| 11.8 | 11.8 | | OAKLEY | | 10.59 | 11.16 | | | | | | | | | | | |
| | | | | P.M. | P.M. | P.M. | P.M. | P.M. | P.M. | P.M. | P.M. | A.M. | | | | | |
| | | | Time over District..... | .17 | .19 | .21 | .19 | .13 | 1.18 | .19 | .13 | | | | | | |
| | | | Average speed per hour..... | 20.8 | 31.2 | 28.2 | 27.7 | 25.3 | 5.9 | 27.7 | 25.3 | | | | | | |

Speed as shown in Special Rule No. 5, and such other restrictions as may be in effect, will not be exceeded.

Divisional Staff

SUPERINTENDENT
T. C. SMITH

TRAINMASTER
C. B. POWERS

CHIEF BLOCK DISPATCHER
P. C. STANHOPE

BLOCK DISPATCHERS

H. F. HOWARD

C. H. CHRISTOPHER

L. H. COFFIN

B. C. SOMERVILLE

ROAD FOREMAN OF ENGINES
W. J. WISENBAUGH

MASTER MECHANIC
H. J. BURKLEY

DIVISION ENGINEER
R. S. WELCH

ASSISTANT DIVISION ENGINEER
R. W. GILMORE

CLAIM AGENT
GEO. F. OBERLANDER
Union Central Building, Cincinnati, O.

DON'T GET HURT